



**OCTOBER 2007**

### **CHILIFEST OCTOBER 13<sup>TH</sup>**

Get out your crock-pot and fine tune your favorite chili recipe. Each year as the leaves change color, EAA 932 holds **ChiliFest**: an opportunity for members and their families to taste a variety of mouth-watering (and heating) dishes during an evening of pleasant conversation.

**Plan to meet at hangar H-13 around 6 PM** It will conclude a somewhat busy day for chapter members. There will be a short business **meeting at 10 AM** followed by setting up tables and chairs for the evening's event. In the afternoon, given good weather and significant interest, there could be a Spot Landing Contest. So dust off the crock-pots, dice up the meat and search the food markets for the most flavorful chilies. Coffee and soft drinks provided, or bring your beverage of choice.

### **B-777 DREAM ADVENTURE**



On September 19<sup>th</sup> I experienced a once in a lifetime thrill at the United Airlines Flight Training Center in Denver, CO. Arnie Quast invited me to accompany and observe him during his 777 proficiency training. After clearing

the credentials gauntlet, I was allowed to sit in on the pre-simulator briefing, where the upcoming training session was discussed in detail. Then it was on to the full-motion 777 simulator, where I was able to sit on the jump seat and watch Arnie, and his training partner Rick, get put through the paces. Within 2 hours, these guys practiced such fun challenges as:

- \* Engine-out on takeoff...and yes, the visibility sucked. They had to bring it around for a single-engine ILS, land and then make a bunch of post-landing decisions that impacted the safety of both passengers and the ground emergency crews.
- \* Category II landings with various malfunctions (at which point the instructor leaned over to Larry and asked if he would like an airplane inserted on the runway).
- \* Severe wind-shear encounters...very, very close to the ground on take-off.
- \* And a variety of other emergencies that would have left most of us in a smoking hole. I was amazed at how Arnie and Rick handled these problems with cool professionalism...and didn't even spill a martini in the back.

I was totally amazed by the realism of the simulator. The view out the windows, the sounds of the aircraft, the motion...it's all completely realistic. You can feel the gear drop, you can hear and feel an engine explode, and you can feel the landing exactly as you do in the actual aircraft.



**Larry and Arnie prepare to board**

Combine that with a very, very realistic outside view and you are totally convinced you are flying. You're even thrown forward in your seat as the thrust reverses kick in on landing.

Following the time of controlled torture for Arnie and Rick, there was some simulator time left before the next crew came aboard. I was invited to take the left seat...and did not have to be asked twice for this opportunity. The instructor put Arnie and I on the runway in Honolulu, and gave me the airplane. I took off, circled over the ocean, and came back for a fairly credible landing (I had the last two hours to get used to the very weird cockpit view on landing – you are way up in the air when those wheels touch).

I then asked if I could try some approaches to London Heathrow (LHR) since I have landed there often as a passenger. With a push of a button, voila, the 777 was on approach to 9-L at Heathrow. Since the weather was perfect



**On final to Rwy 9-L at LHR, city is beyond airport to the East**

with no wind, I planted the plane down for a decent touch and go, and then took it to downtown London for a low circle around Big Ben. Then it was back to LHR for another landing, and a taxi to the gate. After landing, I was pleased that I was able to make the turn onto the high speed taxiway. It felt kind of weird taxiing. The nose wheel on the 777 tracks 12 feet behind the cockpit, and the mains are 95 feet back. The wingtips hang out 60 feet over the taxiway edges! Once at the gate, the dream flight was over, but the memory will live forever.

I'll have to admit this will be one of the coolest entries in my logbook. I am so grateful to Arnie, and to United, for giving me this once-in-a-lifetime opportunity. As I think back on those landings, I don't think I spilled any martinis either!!



That smile says it all

### PILOT vs. ATC...

Controller to aircraft that just landed: "Bear right, next intersection"

Pilot: "Roger, we have him in sight" (Was that you, Dan?)

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ATC: "Cessna G-ABCD What are your intentions?"

Cessna: "To get my Commercial Pilots License and Instrument Rating."

ATC: "I meant in the next five minutes not years."

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(Heard on the radio - Really )

Cessna: "Jones tower, Cessna 12345, student pilot, I am out of fuel."

Tower: "Roger Cessna 12345, reduce airspeed to best glide!! Do you have the airfield in sight?!?!?"

Cessna: "Uh...I am on the south ramp; I just want to know where the fuel truck is."

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Cessna 152: "Flight Level Three Thousand, Seven Hundred"

Controller: "Roger, contact Houston Space Centre"

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ATC: "N123YZ, say altitude."

N123YZ: "ALTITUDE!"

ATC: "N123YZ, say airspeed."

N123YZ: "AIRSPEED!"

ATC: "N123YZ, say cancel IFR."

N123YZ: "Eight thousand feet, one hundred fifty knots indicated."

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### 2007 CHAPTER CALENDAR

Join us for coffee at 9:30 prior to the meetings!

**OCT 6** ♠♥♦ POKER RUN Richland Center (93C) 8AM-???

**OCT 13** EAA 932 MEETING @ 10 AM - nominations

SETUP FOR CHILIFEST @ 11 AM

CHILIFEST @ 6 PM

**OCT 14** ♠♥♦ POKER RUN Palmyra (88C) 8-Noon

**NOV 10** EAA 932 MEETING @ 10 AM – election of officers

**DEC 8** EAA 932 MEETING @ 10 AM (film – T.B.A.)

### PILOT ALERTS – EVENTS – FLY-INS

GO TO:

AOPA: [www.aopa.org](http://www.aopa.org)

EAA: [www.eaa.org](http://www.eaa.org)

FAA: [www.faa.gov](http://www.faa.gov)

EAA 932: [www.eaa932.org](http://www.eaa932.org)

IL DOT: [www.dot.state.il.us/aero/index.html](http://www.dot.state.il.us/aero/index.html)

WI DOT: [www.dot.wisconsin.gov/travel/air/genral.html](http://www.dot.wisconsin.gov/travel/air/genral.html)

GALT AIRPORT EVENTS: [www.galtfestivals.com](http://www.galtfestivals.com)

2007

EAA 932 Meetings 2<sup>nd</sup> Saturdays @ 10 AM

Young Eagles Jun 9 & Sep 8 or by appt. any time.

Contact any Chapter officer or director (box below)

*Galt Traffic* is the monthly newsletter of EAA Chapter 932 at Galt Airport (10C) Greenwood, IL 60097. *Articles may be reprinted if credit is given.*

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**Join us!** If you join EAA (or renew) and join EAA Chapter 932 at the same time, your EAA 932 dues are FREE for the first year!

To join EAA, go to [WWW.EAA.ORG](http://WWW.EAA.ORG) click on "eaa membership", then click on "join eaa", then fill out the form, or, call 800-843-3612.

To join EAA 932 send your name, address, phone number and E-mail address to Dave Spitzbart at [sptzbrt@sbcglobal.net](mailto:sptzbrt@sbcglobal.net) or call 815-338-5407 Tell him you just joined EAA and want your one year free membership in EAA 932.

**WELCOME ABOARD!**

